

PRICE \$24 PER MONTH.

## INSTITUTIONS

FOR AMOY  
THE Steamship  
"DIAMANTE,"  
Captain Callen, will be despatched for the  
Port of AMOY, on the 31st inst., at Noon.  
For Freight or Passage, apply to  
RUSSELL & CO.  
Hongkong, 30th July, 1880.

FOR SHANGHAI.  
THE Steamship  
"NINGPO,"  
Capt. R. Cass, will be despatched for the  
Port of SHANGHAI, on the 31st inst., at Noon.  
For Freight or Passage, apply to  
SILVERMAN & CO.  
Hongkong, 30th July, 1880.

MESSRS. OLANO, LARRINAGA & CO.  
LINE OF SPANISH STEAMERS

FOR MANILA  
Taking Cargo at three;  
THE Spanish Steamer  
"BLCA"  
Captain Urrutia, will be  
Port on TUESDAY N.

HONGKONG, 31st July, 1880.  
TO LEET.  
HOUSE NO. 1, CANTON ROAD, HONGKONG.  
"BAXTER HOUSE," West Wing.  
Apply to  
E. R. BELL.  
Hongkong, 31st July, 1880.  
HONGKONG & SHANGHAI RAILWAY  
CO.OPERATION.  
NOTICE is hereby given that the SHARE-  
HOLDERS MEETING of the SHANGHAI  
RAILWAY in this Colony will be held at  
the CITY HALL, HONGKONG, on MONDAY  
(6th day of August next, at THREE O'CLOCK  
for the purpose of receiving the reports  
of the Directors, and of electing a Standing  
Committee of Accounts to 30th June, 1-80.  
By Order of the Court of Directors,  
T. JACKSON, Chief Clerk.  
HONGKONG, 29th July, 1880.  
HONGKONG & SHANGHAI RAILWAY

Notice is hereby given that the RETURN OF THE SHARES of the Corporation CLOSING from the Fourth to the SIXTH day of August next (both days inclusive), which period is TRANSFER OF SHARES can be registered.

By Order of the Board of Directors,  
 T. JACKSON, Chief Clerk

Hongkong, 29th July, 1880.

**HONGKONG HOTEL COMPANY LIMITED.**

**NOTICE TO SHAREHOLDERS.**

THE "DIVIDEND OF TWO DOLLARS FIFTY CENTS PER SHARE, declaratory of the Meeting of Shareholders, held on the 27th day of July, 1880, will be PAYABLE at the HONGKONG SHIA GHAT BANK from 10 to 15 AUGUST, next, the 30th instant.

Shareholders are requested to apply Undersecretary for Warrants.

By Order of the Board of Directors,  
 LOUIS HAY LEE

**HONGKONG, CANTON, AND**  
**STEAMBOAT COMPANY, LIMITED.**  
**NOTICE TO SHAREHOLDERS.**  
THE DIVIDEND AT THE RATE OF 5%  
per Share, declared at the Ordinary Meeting  
of Shareholders on the 14th day of July, 1924,  
PAYABLE at the HOLIDAY on this day, viz.,  
SUNDAY, the 20th day of AUGUST, 1924, at  
Bank on and after FRIDAY NEXT, at  
interest.

Shareholders are requested to apply to the  
Office of the Company for Warrants.  
By Order of the Board of Directors,  
P. A. DA SILVA, Secretary.

Hongkong, 28th July, 1924.

**SANK HOLIDAY.**

IN accordance with Ordinance No. 1475,  
the Undersigned hereby declares that  
CLOSED on MONDAY, the 25th AUGUST  
FOR the ORIENTAL BANK CORPORATION.  
GEO. O. SCOTT.

For the REGISTERED MERCHANTS OF  
INDIA, LONDON, AND CHINA.  
R. H. NELSON,  
Manager, Hongkong.  
For the CHARTERED BANK OF INDIA,  
AUSTRALIA, AND CHINA.  
W. H. LAM, FOR THE  
Manager, Hongkong.  
For the COMPTE D'ESCOMPTES DE  
INDO-CHINE.  
E. SCHWEPPE,  
Acting Agent, Hongkong.  
For the HONGKONG AND SHANGHAI  
STEAMSHIP CO.  
T. JACKSON,  
Chief Manager.  
For the NATIONAL BANK OF INDIA,  
AUSTRALIA, AND CHINA.  
E. HORNE & SONS,  
Acting Manager.  
Hongkong, 29th July, 1880.  
FOR SALE.  
MUNDT'S PATENT YELLOW  
SHEATHING, ALL SIZES; AND  
POSITION NAILS, in Lots to suit  
customers.  
G. R. LAMMESE,

Hongkong, 29th July, 1880.  
**FOR SALE**  
**K**EROSEINE OIL, DEVON'S and P.  
 American LAGER BEER, and  
 HONGKONG, 6th July, 1880. **VOGEL & CO.**  
**FOR SALE, CHEAP.**  
**A** FINE EXCELLENT VILLA BUILDING  
 FLOORS ON BONHAY ROAD, ON  
 970 years, at a nominal Crown Rent of  
 18th July, 1880.  
 Hongkong, 14th July, 1880.  
**G. FALCONER AND CO.,**  
 Tea-rooms, 40, Despatch  
**WATCH AND CHRONOMETER**  
**MANUFACTURERS AND**  
**JEWELLERS.**  
**NAUTICAL INSTRUMENTS, CHARTS**  
**AND BOOKS.**  
 No. 44, QUEEN'S ROAD CENTRAL.  
**A F O N G.**

By Appointment to H.E. Sir ARTHUR  
VEDY, H.E. Admiral RYDER, and H.E.  
GRAND DUKE ALEXIS OF RUSSIA, has  
turned from his tour to Peking and the Nor-  
Ports, has now the satisfaction to  
LARGER, CHOICER, and more COMPRE-  
HENSIVE COLLECTION OF VIEWS, than any other  
Empire. A Panorama of HORNOW, and  
of the surrounding country, including K-  
CUCOW, has recently been added to the ab-  
solute MINUTIAE of the same.

D. K. GRIFFITH holds authority to SIG  
STUDIO, QUEEN'S ROAD,











## EXTRACTS

MUST WE LIVE OF PEACE.  
 THEE WITHOUT A FIGHT, LOVE,  
 SOB AND CRY,  
 SOB IN GRIND,  
 THEE IN THE CRIT' NIGHT, LOVE,  
 YOU AND I?  
 Must we always sode, love,  
 Is it so?  
 Oth'w tale we told, love,  
 Years ago.  
 Withe away the tear, love,  
 On thy cheek;  
 Soon the storm will clear, love,  
 Only speak.  
 Gauding after mine, love,  
 Cry ye none;  
 Smile on me again, love,  
 As of yore.  
 Here's tobacco leaf, love,  
 And a pipe;  
 Take the Indian chief, love,  
 For a trude.  
 Let all trouble cease, love,  
 And be gay;  
 Smoke the pipe of peace, love,  
 Puff away!  
 Smoker a smoker take you,  
 Or a thirl?  
 ("Puff" chas the pipe will make  
 Rather W.)  
 Smoker a not agree, love,  
 With your chest;  
 You will slood be, love-  
 I shall rest!  
 Judy.

## WITCHCRAFT

It was believed that myriads of demons who not only multiplied among themselves, but were daily increased by the souls of wicked men, still-born children, and all who died a violent death—filled the whole earth, exciting whirlwinds and tempests when they met in great numbers, during the hours of the night, and the world was men's hands. They were often drawn in at the mouth and nostrils, and tormented those they thus entered with pains and diseases. All these demons were for a stated period at the command of any mortal who would sign away his soul to the Prince of Darkness; and all that the witch or wizard desired them to do was, with the exception of any good action, or any performance of a religious duty. "Sabbaths" as they were called, took place at the will of Satan, and were always planned for a Friday night, or rather Saturday morning, immediately after midnight, the place generally chosen for assembling being one where four roads met, or in the neighbourhood of a lake. Upon the spot selected nothing, if not foul, could ever grow again; the earth was turned up and covered with dirt, and the souls of demons. All witches and wizards who failed to attend these meetings were lashed, by order of Satan, with a whip made of serpents and scorpions. Broomsticks were supposed to be the steeds of French and British witches, but to Italy and Spain the devil himself, in the shape of a goat, was thought to carry them on his back from one place to another. The hour of the Sabbath was said to leave her home by a door or window; her only practicable exit was thought to be by hole or chimney, and during her absence an inferior demon was said to take her from and live in her bed, feigning illness. The votaries of the Black Art once assembled, the ceremony first performed was to kiss the devil, who took the form of a goat for the occasion. This was followed by a dance, and then the dancers to go, if they were stamped with the devil's mark, and those who were not received it from the master of the ceremonies, as also a nick-name, their own cognomens, because bestowed in holy baptism, never being pronounced by his satanic majesty. Then they would sing and dance furiously, till some one anxious to join them arrived, when they would be allowed to kneel down and pray. The master kissed the devil, spat upon the Bible, and wore oblations to Satan in all things. These forms of initiation were followed by more dancing and singing. Those who had not been mischievous enough were flogged with thousand scorpions by their master. A multitude of loud dances for their amusement, and forward were promised a feast of unblanched babes, and the meeting closed with the usual religious hymns to be sung to terminate. When the cock crew they all disappeared, and their Sabbath was at an end.—**CONSTANTINE M. NEVILLE** in *California* for July.

## SOME CURIOSITIES OF THE AUSTRAL

A correspondent of the *Gentleman's Magazine* residing in Sydney says:—"Australia is the land of contraries in regard to animals and vegetable life. I have seen a spider which climbs trees by its legs, while others hang from the webs they spin; some which climb trees by their claws, while others descend by means of silken threads; some which creep along with the stoutest outline, and veritable wooden pegs!—but one fact regarding spiders and flies is equally strange, for here there is a fly which catches spiders. He is a wiry, energetic, eagle-looking customer; body longish and narrow; colour, lusciously henna-mourning; and about three quarters of an inch long; he builds a clay nest for himself, and sits upon it, ready to pounce forward, or even in cracks of woodwork, and sometimes in the folds of curtains or clothes. In one case, while staying at a friend's house about twenty miles from Sydney, I left my waterproof coat hanging untouched for about four days, and on taking it down there was a neat newly built one of the folds, of about the size of one's little finger and three-quarters of an inch long, and as deep as the button-hole, cut and leaving it free another few days, and then, examining it, the nest was finished. It had three compartments, one little white grubbin each, and for its food several small green spiders, not then absolutely dead, but apparently in a state of coma. These spiders were evidently taken out of the orange-tree wharf, as there were plenty of such spiders all about the place. The spider, while up in the mountain, watched one of the flies carrying off a black-house spider quite as big as itself; and during the course of the day saw him three separate times, and on each occasion with a large spider. I could not find the nest, but the farmer tells me that he has occasionally done so, and found as many as twenty good-sized spiders in the web. The spiders are never dead, nor decayed, generally five or six larvae of the fly. "There is also a large spider which actually catches male robbers! occasionally, and kills and devours them!" He is like a wasp in colour; body shape and size of a hazel nut; legs, long and wiry; and he looks a hard-skinned customer. The web is always double, one about half as large as the other, and the smaller one is placed at least always close that, if accidently walking into it, you feel a sensible stoppage of your way for the moment. One bird—the wren-of which I myself saw left in the web—was rather smaller than the English wren, and the web was strong enough to stand all his troubles, although a little broken here and there. "As regards the size of some spiders," says our correspondent, "I have seen one which would no web, but lives under bark of dead trees, behind boards, &c., the body of which is about the size of a shilling and not much thicker, but the legs of which are quite as long as the fingers of an ordinary-sized hand, and the whole spread of the brute is equal to a hand's breadth. This is for the full-grown ones; I have seen considerable numbers of the young ones, and they are very sticky, which they procure upon and dwell upon the smaller ear-worms; see what our Yankee cousin would call a caution."

## ANECDOTAL PHOTOGRAPHS

The late Protest-Parol of having failed to be elected to the Corps Législatif, complained not under a democracy, but in one, and for the reason that he was not elected to the surface. There was no room in the State except for politicians and demagogues. Of the failure of this opinion M. John Lemoine is a conspicuous instance. A simple journalist of moderate ability (scarcely genius), he has for many years past been foremost among those who among the people has been the most influential. He has been elected a member of the Academy, and a Senator; and now is himself Minister of France at Brussels. His elevation he owes to no other circumstance than that of being a good writer and a honest man. He has never pandered to the mob; on the contrary, he has rebuked the mob; and he has been the only man in his opinion, they are not worth much, and that they require more culture and a more appreciation of what is possible and what is not, in politics, they must remain wholly unfit to exercise power. He has indeed accepted the Republic, but with a frank explanation that he only does so as a compromise, and that he is in opposition to the form of government—not by any means as the ideal institution for France.

As long as Orleansism had a chance, M. Lemoine advocated the claims of the Comte de Paris; or, to put it more accurately, the policy of putting Louis Philippe's grandson on the throne. Expediency is the keynote of M. Lemoine's political philosophy. He is not a doctrinaire, and he may now and then be forgetting the good old name of *Wuig*, which Fox and Grey were proud to bear, and which means the same thing.

Lemoine was born in England in 1815, and received the Anglo-French name of John-Louis. His education was half French and half English, but he is French with all his heart and mind and all his strength. He is a Frenchman in his literature, and even as he appreciates the excellence of our political institutions, he loves us not; and he has, perhaps, never won more applause than on the unthinking portion of his countrymen (that is from the majority of Frenchmen) than in giving sly digs at the land of his birth, all the while affecting the deepest sympathy with her people and their institutions.

One hesitates to add that M. Lemoine is of a *jeu*, avowed or secret. He is just a clever Gal, high-minded and honourable in his dealings with brother Gauls, but holding other nations to be, at the best, semi-barbaric, and, therefore, hardly entitled to be treated according to the common rules of civilisation. His road in order to justify his version of the British race. His comments on the Abyssinian campaign of 1867-68 offer an instance in point. Lord Napier, having been Theodore and released the captives, quietly announced that the army would at once evacuate the country. "Is there not something singularly English and aristocratic in this attitude?" he asks, and then proceeds to demonstrate (to his own perfect satisfaction, that England should have seized the opportunity to accomplish something in the way of civilising Abyssinia. Note, that had we remembered M. Lemoine would have been the first to cry out that our anxiety about the prisoners was a mere pretence, and that our sole object in undertaking the expedition was to get the province and add to our empire in the East.

When it is remembered that these were Frenchmen among the captives released, one can only feel pained at the sense of national enmity which dictated the article in question.

M. Lemaître entered the office of the *Journal* in 1840, before he had completed his twenty-fifth year. The French were even more ignorant of our manners, and customs, and ways of thought than they are now; yet England, with Palmerston directing her foreign policy, could not altogether be ignored. In that very year, 1840, England was at the height of her power, and the French Ministry over her old rival; and there threatened war, from which, indeed, he was withheld by the good sense of Louis Philippe. So, young Lemaître, quite English like a native; knew that the habits of the English were not in the least of selling their wares at Southsea; and even understood enough of the English constitution to know that the House of Lords, he came to be considered a great acquisition to the *Débat*.

Moreover, he was a hard worker, and soon acquired himself a master of polished French. Till the other day he was regular in his at-

prevalence at the office of the paper, where he wrote his articles with infinite care, and with the most scrupulous exactness, by minute researches—the honourable practice, so to call it, of his corrections.

His French was not only grammatically correct, but gentlemanly in its style, which was a rare merit in the last generation on either side of the channel. Nor did he ever knowingly take unfair advantage of an opponent, and his critical notices were usually excepted; but when one must be partial.

The *Debate* was started by the Berthins family, under the First Empire, as a loyal Opposition paper. Ultimately M. Léon Say (just appointed Ambassador to the Court of St. James's) married the daughter of General Berthins, and the consequence was that the paper, which had been called the *Debate*, became the *Debat*, and, as it was a twopenny, or twopenny-halfpenny, and it decided to print short paragraphs of satirical and laudatory notices, and to furnish a pleasant pleasure, wherefore our thrifty and laughter-loving neighbors are cautious of interesting their earnings in the purchase of this paper. But the influence on European literature of the *Debat* may be estimated by the thousands of copies of it which are sold. You may scarcely see a Frenchman on the Boulevard without a copy of the *Debat* in his hand. But, next to the *Figaro*, it is the first paper read by the French in the cafes; it is well thumbed in the libraries; and is, at least, consulted by all serious politicians and by all journalists in value of their pen. It is the best source of information for the provinces over their interest in clippings from the *Debate*, or to articles dexterously stolen from its columns. From a purely literary point of view, it may be styled the *Pell Mail Gazette* of France.

To call it the French Times, however, would be to do it injustice. It is not the *Figaro* and *Le Monde* have too foreign ideas of the dignity of journalism to trim after the fashion of *Penny Press* and house-square. M. Lemoine was once a Radical and is now Republican, but then, he could not so readily avowed his change of party, and had enough sense of honour not to proclaim his conversion with the same brashness that the *Figaro* does, and the infidelity of his judgment.

He finally abandoned the idea of reviving the Monarchy of July after the General Election of 1876, when the country emphatically pronounced in favour of the Liberal Republic. Next year came the dismissal of the Ministry of the late President, and M. Lemoine and the *Duc de Broglie* called on the outside of the Royalists. All the Prime Ministers after that could get from the leader-writer were contained in these words—"M. Le Duc, if you are impetuous for the part you have taken, and if you are not a hypocrite, you must be prepared to denounce circumstances for you." A further mention was never uttered; M. Lemoine clearly hinting to the Duc that the dismissal of Prince Bismarck might be in store for him.

On a previous occasion he had been equally plain and emphatic. After the fall of the Government, the little French President, M. Lemoine, and exclaimed, "Well, M. Lemoine, you would find it just to see you in office; you would find it just to see you in office; you

ll." The journalist gravely replied, "M. le

The rejoinder has more point than might be imagined by any one ignorant of the utter recklessness with which Thiers assailed one Government after another while he was himself but a simple & forgotten member of the press."

It must not be forgotten that M. Leconteux is more than a literary politician. He can write a history of the history and the drama, of ethics and social philosophy. He is, moreover, a conscientious editor; and it is from a strict sense of duty that he produced the dismissal of Jules Janin from the *Debate*. Janin was dramatic critic; but either from indolence or pet crocodile tears he neglected his post, and he was obliged to write an account. He usually sent a friend, and quietly wrote his article at a second-hand—a fact of which he could not have been blind to. This was too much for Leconteux, who appealed to the proprietors as to whether a journal which thus affronted the public could long hope to retain its reputation. The proprietors were of course in the right, and Janin was bidden to do his work thoroughly or to let alone. Of course, that brilliant critic preferred the latter alternative.—*Truth*.

### THE PHRYGLIAN CAP.

Although almost every one knows pretty well what is meant by a Phrygian cap, there are probably few who have any idea where the term originated or when the emblem of Communism came into vogue. The Phrygian cap is called *liberty cap*. There is nothing in the name of the district called Phrygia to suggest the ferocious ideas with which this headgear is associated; for the writers on ancient geography concur in representing the inhabitants of the region as "effeminate, servile, and voluptuous," and the old proverb which says, "Phrygians are born slaves," is not without parallels, wives, and walnut trees, and asserts that "the more they are beaten the better they be," does not argue any disposition at all for rebellion or insurrectionary violence. The real origin of the Phrygian cap is explained by the *Patrie* in a note which reads as if it were found in the *Encyclopædie*: "The Phrygians, who at this time were in 1790 when a regiment of Swiss soldiers, called the Chateau-Neuf Regiment, quartered at Nancy, revolted suddenly; and after seizing the officers plundered the military chest. A considerable force was sent to quell the mutiny; and only succeeded in doing so after having obtained and massacred the whole of the Swiss of Nancy." The officers were put in chains and sent to the galleys at Brest; but about two years later an amnesty was applied for and readily granted by the Commune, which was then exercising supreme power. On the return of the convicts from Brest a grand procession was held, in which the Phrygian cap, the emblem of the former rebels, still worn by their convicts' costumes, including the red cap, were accented with frantic expressions of joy and triumph. Many of them caught hold of the garment which was most conspicuous, besides being garnished with mol, and, setting it on their heads, made it thenceforth the symbol of liberty. If all this be true the Phrygian cap had not long been elevated to the dignity of a political badge before it was insultingly placed upon the head of the ill-fated Louis XVI.—*Globe*.

## A COLD NIGHT ON THE ROCKY MOUNTAINS.

"I think the very coldest night I ever had in the mountains was on the occasion of a little adventure in Mosquito Pass, long before Leadville, to which that pass has since been named. It was a very cold night, and it was then a very high, rough passage over the Range—merely a place where it was possible to get up and down, and use mainly my donkeys—but I had to go across that way, and started. It was a long, unfamiliar road. I was alone, a storm came up, and I got widely astray from the trail, and I was alone for a long time, in a situation, which I have branded elsewhere. The result was that when I got over the pale-ascend crossed down to timber-line on the right side it was dark, and after threshing through half a mile of wet thickets and dense woods, my horse and I at last came to an utter landslide in front of where the tornado had been, and I found that I had made half-obligated trail. It was useless to go further, so I unsaddled at a little open spot among some spruces. Securing my gun, I hunched horse by his long lari, I dragged the heavy ranger saddle to an evergreen, and dived into the pouches after matches, for it was you are warm being hungry does not greatly matter. As there were none, I went back to the saddle, and found my horse had lost

in the West, I had not a lucifer! Then I took an inventory of my goods, which were not designed for such an evil fate as this. First, there was my saddle and saddle-bags, which contained only a stupid fluff empty of everything save odour, a tantalising perfume which could not be lit, and a pair of woollen socks which I pulled out in an attempt at lighting my saddle with my pillow, and which, when I went out saddle blanket, with my rubber poncho, constituted by bedding—rather scarce for 11,000 feet or so above the sea! I spread my poncho under the drooping branches of the apruce, just where partridges love to hide, gathered the ragged blanket about my legs, belted up my army overcoat tight about me, and lay down. I was very sorry, but I could not do better. I was the only disturbing sound, and I soon fell asleep. My nap was not a long one; however, on account of the cold, but re-arranging my coverings I again slept an hour or so. This time I awoke thoroughly chilled, yet I dozed a little more, until I shook in every member, and had just sense enough left me to raise myself up and move about. My poncho was a sack of wool, and I was in a state of intense misery. With a low sigh as I approached my horse to meet me, and followed as white as his nose to my shoulder as I walked back and forth. What a night it was! All around the glade stood a wall of black forest except where, on one side, a group of burned trunks held aloft their white, skeleton arms. The grass was wet under my feet as I walked, and I was cold under my poncho. Overhead, the stars seemed fairly to project from their jetty background, like glittering spear points aimed at my cantinment. I noted the low wheeling of that platoon of nebulae, the Milky Way! I studied the constellations, but got little comfort, Coronado only suggested that

A sorrow's crown of sorrow is remembering happier days.

and the Plaiades seemed to beg me sympathise with their lost sister. At one side a bit of the creek valley was visible over which faintly gleamed the whitest snow-crest of some mountain. It was profoundly still. Icy water gurgled softly under the elders; tall, muffled trees swayed gently; an occasional flapping wing was the only sound. I took out my pocket glasses, but those clouds were so enchanting to the whole scene that they did not break the stillness. There was nothing particularly to be afraid of, my walking warmed me, and giving myself up to imaginative thought, I came readily to enjoy the novelty of the experience and the calm delight which the sweet influence of the stars imparted. The yellow light of dawn drew nearer. The grey, icy light, scarcely feeling what I did, again laid my head on my saddle, and did not awake until the blue ridges were sharply and grandly outlined against a glowing background of auroral light.—*Sorther's Monthlies*

## HONGKONG MARKETS

[illegible]

ELLEN GOOD9.

[illegible]

## SHIPPING IN THE CHINA WATERS

VESSLS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CONSIGNEES.	DESTINATION.	VESEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.							YOKOHAMA.						
SPEARMEN.							N. American.						
Apr. 25	Chenok	Brit. str.	551	Yuen Fat Hong	Repairing	June 21	Creehan	Amer. sh.	1584	Messageries Maritimes			
July 16	Callex	Brit. str.	514	Russell & Co	Amoy	Oct. 17	Edford	Brit. bk.	759	Weather & Co			
July 30	Hernandez	Fran. str.	2550	Messageries Maritimes	Macaoelles	June 25	Maies	Ran. sh.	1184	Frazar & Co			
July 30	Abbot	Brit. str.	510	D. Laprak & Co	East Coast	June 25	Quinn	Amer. sh.	72	Wish. All & Co			
Aug. 1	J. Ogden	Brit. str.	700	Bataviaid & Swire	Canton	June 25	Maies	Amer. sh.	851	J. D. Carroll & Co			
Aug. 1	—	—	—	—	—	June 25	McKenzie	Brit. bk.	1204	Marine & Co			
Aug. 1	—	—	—	—	—	June 25	Carver	Brit. bk.	658	C. Hilt & Co			
Aug. 1	—	—	—	—	—	June 25	Swietoslowski	Brit. bk.	751	Frazar & Co			
Aug. 1	—	—	—	—	—	June 25	Swietoslowski	Brit. bk.	779	C. Hilt & Co			
SAILING VESSELS.							IN PORT ON 21ST JULY, 1880.						
June 18	Chase	Amer. sh.	589	Russell & Co	New York	July 5	—	Amer. sh.	—	Smith, Ball & Co			London
June 23	S. Taylor	Amer. sh.	1437	Bornes Co	London	July 5	Davies	Brit. bk.	524	W. F. Stevenson			Channel
June 23	G. Ebb	Brit. str.	405	Capitan	London	July 5	Hart	Brit. bk.	571	Smith, Ball & Co			Canada
July 30	G. Wilkison	Brit. str.	31	Stamson & Co	London	July 10	C. Bronghton	Brit. bk.	803	Smith, Ball & Co			England
July 31	Wrightson	Brit. bk.	61	Capitan	London	July 24	Soulikan	Ger. bk.	1007	F. Richardson & Co			Cebu
July 28	E. de Souza	Port. sh.	633	Brandao & Co	London	July 24	Wiedeberg	Ger. bk.	—	Smith, Ball & Co			Palembat
July 10	Algar	Brit. sh.	917	Widley & Co	London	July 24	G.E.S. Duns	Brit. bk.	300	W.F. Stevenson			—
July 23	Yager	Ger. sh.	506	Rozario & Co	London	July 24	Hants County	Brit. bk.	10	Dunbar & Co			—
July 23	Jones	Brit. sh.	916	Chib. Livingston & Co	London	July 24	Leith	Brit. sh.	793	F. Mann & Co			Boston
July 24	Ulrich	Siam. sh.	656	Chinese	London	July 24	Maconie	Amer. bk.	539	Capitan			London
June 2	Beadie	Brit. sh.	1846	Vogel & Co	S. Francisco	July 24	Malbrak	Brit. bk.	570	Fele, Hubbell & Co			—
May 11	Pringle	Brit. sh.	836	Jardine, Matheson & Co	London	July 24	Pulus	Ger. bk.	375	Smith, Ball & Co			New York
May 23	Dorrie	Brit. bk.	320	Capitan	London	July 24	Paul Rovers	Amer. sh.	1826	—			—
July 23	Hathall	Brit. sh.	1823	Vogel & Co	London	July 24	Q. of Nations	July 20	Esche	—			—
July 24	Gould	Amer. sh.	1021	Bornes Co	London	July 24	Isambard	May 2	Costa	Amer. sh.	1380	Capitan	—
June 11	Laporte	Fran. bk.	346	Lundstein & Co	London	July 24	Salsbury	June 3	Real	Amer. sh.	1380	Capitan	—
July 23	Pohkintors	Ger. sh.	681	Stamson & Co	London	July 24	—	—	—	—	—	—	—
July 23	Logan	Brit. sh.	373	Mayer & Co	London	July 24	—	—	—	—	—	—	—
July 23	Watson	Siam. sh.	633	Chinese	London	July 24	—	—	—	—	—	—	—
May 30	Stanzel	Ger. bk.	924	Vogel & Co	New York	July 24	—	—	—	—	—	—	—
June 25	D. Kelley	Amer. sh.	1437	Russell & Co	New York	July 24	—	—	—	—	—	—	—
July 23	Lakstein	Brit. bk.	323	Capitan	London	July 24	—	—	—	—	—	—	—
July 23	E. Roberts	Brit. bk.	683	Capitan	London	July 24	—	—	—	—	—	—	—
July 30	Mayer	Ger. bk.	590	Ed. Schellhaus & Co	London	July 24	—	—	—	—	—	—	—
July 30	Oota	Ger. sh.	212	Carlovita & Co	London	July 24	—	—	—	—	—	—	—
July 30	Troya	Nor. bk.	330	Capitan	London	July 24	—	—	—	—	—	—	—
July 30	Wirt	Brit. sh.	639	Arnold, Karberg & Co	London	July 24	—	—	—	—	—	—	—
July 14	Madden	Brit. bk.	849	Russell & Co	London	July 24	—	—	—	—	—	—	—
July 30	Pillsbury	Amer. bk.	407	Capitan	London	July 24	—	—	—	—	—	—	—
July 23	Oberg	Brit. sh.	359	Chino	S. Francisco	July 24	—	—	—	—	—	—	—
July 23	Kaesema	Ger. sh.	704	Stamson & Co	S. Francisco	July 24	—	—	—	—	—	—	—
July 23	Petersen	Amer. sh.	131	Russell & Co	S. Francisco	July 24	—	—	—	—	—	—	—

Ball & Co. Freehold HER BRITANNIC MAJESTY'S SHIPS IN

NAME.	RIG.	GUNS.	H.P.	CAPTAIN.	WHERE AT
Albatross	scow sloop	4	120	Com. Enright	Shanghai
Centa	brigs	4	120	Capt. J. W. East	En route to Y'ham
Captiva	scow	14	230	Capt. W. C. Sumner	Singapore
Com. C. Johanson	corvette	4	120	Com. C. Johanson	Singapore
Capt. I. A. Denison	steam corvette	14	350	Capt. I. A. Denison	Shanghai
Lieut. Com. Hooker	steam	15	350	Lieut. Com. Hooker	Singapore
Com. A. F. St. Clair	double-screw gun-vessel	4	120	Com. A. F. St. Clair	Nagasaki
Lieut. Com. W. Norvell	gunboat	4	470	Lieut. Com. W. Norvell	En route to Y'ham
Capt. H. F. Cleveland	double-screw iron frigate	14	500	Capt. H. F. Cleveland	Yokohama
En route to Singapore	double-screw gun-vessel	12	400	Com. G. W. Scott	Tientsin
Com. S. W. Scott	double-screw gun-vessel	3	160	Com. S. W. Scott	Shanghai
Lieut. Com. Groge	double-screw gun-vessel	3	160	Lieut. Com. Groge	Malacca
Capt. R. R. Napier	double-screw gun-vessel	4	120	Capt. R. R. Napier	Hongkong
Com. G. Moad	steam corvette	14	350	Com. G. Moad	Foochow
Lieut. Com. W. Day	gunboat	6	387	Lieut. Com. W. Day	Beakow
Capt. E. C. Grey	gunboat	6	387	Capt. E. C. Grey	En route to H.K.
Com. Hon. H. N. S. Hoed	gunboat	6	387	Com. Hon. H. N. S. Hoed	Amoy
Lieut. Com. M. Bridger	gunboat	2	60	Lieut. Com. M. Bridger	Hongkong
Lieut. Com. O. Todor	reefing ship	2	60	Lieut. Com. O. Todor	Yokohama
Commodore Smith	mail dispatch-vessel	2	250	Commodore Smith	Hongkong
Capt. R. R. Napier	turret-ship	4	850	Capt. R. R. Napier	Hongkong

## FOREIGN MEMORANDUM ON THE CHINA AND JAPAN STATION

NIGHTINGALE				FOREIGN MEN-OF-WAR OF THE CHINA AND JAPAN SERVICE						
				NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.	
Nightingale	July 6	Molytore	Brit. bk	AMOY.						
Kranen	July 17	Vorrath	Siam. bk	247	Chinese	473	In Port on 22ND JULY, 1890.			
				247	H. A. Petersen & Co					
Benedita	July 11	Jesson	Ger. sch	247	H. A. Petersen & Co					
Blotaria	July 17	Manzon	Ger. bk	334	H. A. Petersen & Co					
2. v. Beaulieu	July 16	Oetting	Ger. sch	336	Pasaday & Co					
Frederick	July 16	Peferon	Ger. bk	298	Pasaday & Co					
Frederick	July 17	Ulling	Ger. bk	673	Pasaday & Co					
Mad. Marian	July 16	Brinkmilk	Ger. bk	219	H. A. Petersen & Co					
Mentatien	July 19	J. Edwards	Brit. bk	219	H. A. Petersen & Co					
Moridian	July 12	Sohmetit	Siam. bk	292	Pasaday & Co					
Deviden	July 17	Reuter	Ger. bk	248	H. A. Petersen & Co					
Kalfaretis	July 20	Bouchet	Fr. bk	393	Bayle & Co					
				POOCHOW.						
				In Port on 22ND JULY, 1890.						
Helena	June 23	Hansen	Brit. bk	550	Chinese					
1. Hakobut	July 1	Hakobut	Brit. sch	313	Siemssen & Co					
2. Maria Carvill	July 6	Clark	Brit. bk	534	Chinese					
Pronto	July 11	Lusitain	Brit. bk	334	Kong Hong Take & Co					
2. Nybil	May 23	Sinclair	Brit. sch	149	Adamson, Ball & Co					
Wan Manzon	July 3	Kindred	Brit. bk	366	Russell & Co					
				SHANGHAI.						
				In Port on 22ND JULY, 1890.						
1. Airile	June 22	Knights	Brit. sch	236	Jardine, Matheson & Co					
2. Bellone	July 11	Alexander	Brit. sch	513	W. Hewitt & Co					
3. Scotia	July 11	Duff	Brit. bk	828	Morris & Co					
4. North of Tay	June 18	Gillespie	Brit. sch	825	Pineau & Co					
5. Hedvig	June 3	Davey	Brit. bk	905	Nils Moller					
6. Hironvans	Mar. 12	Frean	Brit. bk	231	Morris & Co					
7. Highmore	July 7	Floro	Brit. bk	1130	W. Hewitt & Co					
8. Julia	June 18	Kruse	Brit. bk	326	Nils Moller					
9. Jan Foter	July 6	Ewert	Ger. bk	336	Bussell & Co					
10. Lusander	June 12	Kelly	Brit. bk	673	Captain					
11. M. Burbanck	June 16	McLellan	Brit. bk	1459	Arnhold, Karberg & Co					
12. M. L. McMillan	June 16	Smith	Ger. bk	1457	Malchers & Co					
13. Stat	June 18	Aschongh	Nor. bk	581	Siemssen & Co					
14. Vale of Nith	July 9	Sledge	Brit. bk	597	Malchers & Co					
				RUSSIAN MEN-OF-WAR.						
				Abreck	Russian gunboat	7	80	Captain Schanus	Yokohama	
				Adonia	French gunboat	5	250	Commander Callford	Shanghai	
				Alert	American gunboat	600	—	Commander Huntington	Yokohama	
				Ashuel	American corvette	6	700	Commander Johnston	Kobe	
				Asakura	Danish cruiser	8	350	Captain Amosoff	Nagasaki	
				Champlain	Russian corvette	10	450	Captain Michaud	Yokohama	
				Crayser	Russian corvette	7	450	Captain Nasimoff	Shanghai	
				Cyclop	German gunboat	—	250	Lieut. J. M. Schikmann	Nagasaki	
				Dight	Russian transport	—	—	Captain Kolichen	Pasaya	
				Drina	Russian gunboat	7	80	Commander Stark	Shanghai	
				India	Portuguese troopship	6	250	Commander M. de Silva	Hakodadi	
				Kapuelen	French gunboat	4	220	Commander F. F. T. Ollers	Manzan	
				Lee Tak	Chinese gunboat	—	—	Captain Don T. Ollers	Manzan	
				Levi	French gunboat	4	220	Commander F. F. T. Ollers	Manzan	
				Mandori	Spanish corvette	9	200	Captain P. Narimoff	Nagasaki	
				Marlado Molina	Spanish hospital-ves.	2	300	Commander Sumner	Canton	
				Marques del D.	Russian transport	6	700	Commander Tataroff	Yokohama	
				Mina	American gunboat	7	80	Captain Kolesnars	Kobe	
				Monoony	Russian gunboat	7	80	Commander Vialovskoff	Shanghai	
				Morge	Russian corvette	7	80	Captain Gledick	En route N. H. K.	
				Naschick	Russian corvette	7	80	Captain Gledick	En route N. H. K.	
				Narpo	Russian gunboat	7	80	Captain Gledick	En route N. H. K.	
				Palos	American gunboat	12	—	Captain Gledick	En route N. H. K.	
				Peter Pogarsky	Russian corvette	11	800	Commander Sumner	Yokohama	
				Rasborysk	Russian corvette	11	800	Commander Sumner	Yokohama	
				Richmond	American frigates	14	800	Commander Sumner	Yokohama	
				Schol	Russian gunboat	8	200	Commander Sumner	Yokohama	
				Serathra	American gunboat	8	200	Commander Sumner	Yokohama	
				Tunanga	Portuguese gunboat	3	—	Captain Gledick	En route N. H. K.	
				Tejo	Portuguese gunboat	3	—	Captain Gledick	En route N. H. K.	
				Thoma	French corvette	18	175	Captain Gledick	En route N. H. K.	
				Thonggera	American frigates	11	300	Captain Gledick	En route N. H. K.	
				Tongous	Russian gunboat	4	340	Commander Boko	Kobe	
				W. H. S.	Italian frigates	13	400	Captain, Duke of Genoa	Yokohama	
				Victor Pisani	German corvette	—	—	Captain Zircov	Yokohama	
				V. de Oliveira	Brazilian corvette	—	—	Captain J. G. de Noronha	Yokohama	

CANTON GUNBOAT SQUADRON

IN PORT ON 14TH JULY, 1880.													
July 11	Mabb	Brit. sch.	288	Chinese	Shanghai.	NAME	FLAG AND REG.	CUNTS	TONS	H.P.	COMMANDER.	STATION.	
July 29	Austin	Holl. bk.	770	Holms, Inger & Co		An-lap	Vietroy's gunboat	2	250	75	J. Godall	Tong-king Gulf	
John Potts	July 29	M. Phareson	Brit. bk.	373		Holms, Ringer & Co	Choo-hing	(Vietnam cruiser	7	30	20	—	Swatow
July 21	Kilmer	Brit. sch.	1169	Holms, Ringer & Co		Chien-to	Vietroy's gunboat	7	250	75	J. Stewart	Capping-moon	
July 17	Hall	Brit. sch.	—	Holms, Ringer & Co		Chien-jui	Rennau cruiser	3	50	20	Walker	West coast	
July 8	Lord	Brit. bk.	354	G. W. Lake & Co		Cheang-wan	Rennau cruiser	2	30	—	—	Canton River	
June 25	Tribe	Brit. bk.	740	Chinese		Ching-on	Vietroy's gunboat	4	130	60	Chung-ying-fai	Pak-hoi.	
June 23	Black	Jap. bk.	561	M. B. M. Co	Ching-sing	Ching-sing	2	120	40	F. Boss rd	Bogue Forts		
YOKOHAMA.													
IN PORT ON 20TH JULY, 1880.													
July 10	Newton	Brit. bk.	930	Chinese	Tchong-on	Vietroy's gunboat	2	120	40	Chung-shu	Bogue Forts		
Anna Bertina	July 10	Ger. bk.	338	Chinese	Tchong-on	Vietroy's gunboat	3	120	40	Ching	Bogue Forts		
July 10	Frank	Aust. sh.	1615	Jardine, Matheson & Co	Touan-tung	Rennau cruiser	2	150	40	Chung-shu	West Coast		
July 25	Levy	Aust. bk.	724	Walsh, Hall & Co	Pang-ho-hai	Rennau cruiser	6	100	120	O. H. Palmer	Li-ee-moon		
July 16	McWilliam	Aust. bk.	454	Walsh, Hall & Co	Quang-on	Vice p's gun boat	4	120	40	Li-ping-tie	Borne Forts		
July 14	Husson	Aust. bk.	204	Walsh, Hall & Co	Sung-shi	Rennau cruiser	5	130	60	J. H. Wade	Chung-show		
July 14	Corlyon	Aust. bk.	730	McArthur & Co	Sai-tsing	Vietroy's gunboat	4	120	60	J. Calder	Hai-ling-shan		
July 16	Brown	Aust. bk.	342	A. Rodgers	Li-shi	Rennau cruiser	4	80	20	D. Reed	Canton River		
July 16	Talbot	Aust. sh.	1394	J. Middleton	Tsing-po	Vietroy's gunboat	6	150	60	A. Gascow	West Coast		
June 29	Burns	Brit. bk.	870	O. & O. Co									
June 29	Walker	Brit. bk.	870	Walsh Hall & Co									

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